

DECLASSIFIED

FIGHTER SQUADRON ONE HUNDRED FOURTEEN

FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

3 96601

VF-114

1974

B+

VF-114:RRM:jn

5750

Ser C-1

MAR 10 1975

DECLASSIFIED

DECLASSIFIED

(Unclassified upon removal of Part II)

From: Commanding Officer, Fighter Squadron ONE HUNDRED
FOURTEEN
To: Chief of Naval Operations (OP-0502)
Subj: Fighter Squadron ONE HUNDRED FOURTEEN Command History,
Calendar Year 1974 (OPNAV Report 5750-1)
Ref: (a) OPNAV INST 5750.12B
Encl: (1) Fighter Squadron ONE HUNDRED FOURTEEN Command
History, Calendar Year 1974

1. The subject command history, enclosure (1), is submitted
in accordance with reference (a).

R.S. Parker

R. S. PARKER

Copy to:
CNO (OP-09B9)
Directory of Naval History

CLASSIFIED BY VF-114
SUBJ TO G.DSS. OF E.O. 11652
AUTOMATICALLY DOWNGRADED
AT TWO YEAR INTERVALS
DECLAS ON 31 DEC 1981

DECLASSIFIED

FIGHTER SQUADRON ONE HUNDRED FOURTEEN

COMMAND HISTORY

CALENDAR YEAR 1974

Table of Contents

PART I	Chronology
PART II	Narrative
PART III	Documentary Annexes
	A. Roster of Officers
	B. Roster of Enlisted Personnel
	C. Statistics
	1. Flight/Aircraft on Board
	2. Ordnance
	3. Awards
	D. Commanding Officer's Biographies
	E. VF-114 OP ORDERS/Notices
	F. Change of Command Program
	G. Historical Photographs

PART I
VF-114 CHRONOLOGY 1974

JANUARY

1-14	Operations in South China Sea Op Area
14-22	Inport Subic Bay
23-27	Inport Manila, Philippines
28-31	Operations in South China Sea Op Area

FEBRUARY

1-5	Operations in South China Sea Op Area
5-22	Inport Subic Bay
22-28	Enroute Indian Ocean

MARCH

1-19	Indian Ocean
20-26	Mombasa, Kenya
27-31	Indian Ocean

APRIL

1-22	Indian Ocean
8	Fire Power Demonstration
23-27	Inport Singapore
27-30	Enroute Subic Bay

MAY

1-14	Inport Subic Bay
14-19	Local Area Ops South China Sea
20-27	Enroute Hong Kong
27-31	Inport Hong Kong

JUNE

1-3	Inport Hong Kong
3-11	Enroute Cubi Point
11-20	Inport Subic Bay
20-31	Enroute CONUS

JULY

1-8	Enroute CONUS
8	Fly Off
9	Ship arrives CONUS
9-31	Standdown



ple go thru

DEPARTMENT OF THE NAVY

BUREAU OF NAVAL PERSONNEL

WASHINGTON, D.C. 20370

IN REPLY REFER TO

PERS-10412/mes

17 March 1975

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~ (UNCLASSIFIED upon removal of enclosure)

FROM: Head, Classified Material Control Section, Bureau of Naval Personnel
To: Chief of Naval Operations (OP-05B2)

Subj: Missent correspondence

Encl: (1) CO, Fighter Squadron 114 ltr serial C-1 dated 10 March 1975
received in CHNAVPERs under registered number 453034

1. Enclosure (1) is ~~not forwarded~~/forwarded for the following reason(s):

(x) Received in error-BUPERS not addressee

() Not BUPERS copy-copy marked for _____

() Not forwarded through VIA addressee

() Other _____

(b) (6)

By direction

Copy to: (W/o encl.)

AUGUST

1-6 Standdown
6-31 FAM/ACM/AIC, Phase Training

SEPTEMBER

1-30 FAM/ACM, Missile Firing

OCTOBER

1-31 FAM/INST/XC/ACM/AIC/FMLP
5-6 Airshow

NOVEMBER

1-17 Work up FMLP
18-22 Refresher aboard CV63/REFTRAEX (Alpha Strike)
22-31 Aboard CV63

DECEMBER

1-17 A/C Training Missile Work up
17-18 Missile Competition Exercise
20-31 Holiday Standdown

PART II
NARRATIVE

During 1974 the "AARDVARKS" of Fighter Squadron ONE HUNDRED FOURTEEN served under the leadership of Commander J. C. SMITH, USN. On 30 October 1974 Commander R. S. PARKER, USN, relieved Commander J. C. SMITH at a formal Change of Command Ceremony held aboard Naval Air Station Miramar.

The New Year found Fighter Squadron ONE HUNDRED FOURTEEN deployed aboard the USS KITTY HAWK (CV-63) as a component of Carrier Air Wing ELEVEN. Deployed since November 1973, the squadron returned to Naval Air Station Miramar in July 1974.

The complement of approximately 230 enlisted personnel and officers maintain and fly 12 F4J "Phantom II" aircraft. Missions include Target Combat Air Patrol (TARCAP), MIG Combat Air Patrol (MIGCAP), Force Combat Air Patrol (FORCECAP), Barrier Combat Air Patrol (BARCAP), weather and armed reconnaissance, photo reconnaissance escort, strike, flak suppression, condition alert, and a new concept of surface ship surveillance used primarily during the extensive Indian Ocean deployment.

For the at-sea period 1 to 14 January, the first order of business was to refresh the aircrews in carrier operations. With the exception of a few crews who had flown during the WESTPAC transit, it had been two months since the Aardvarks had flown from the ship. Before the refresher operations were complete, however, KITTY HAWK's schedule underwent a major change when the sailing orders to the Indian Ocean were cancelled. A sixteen day operating period in the South China Sea/Subic operating area was ordered. Fighting 114 conducted practice air combat maneuvering (ACM) and bombing operations utilizing the Los Frailes, Tabones, and Scarbrough Shoals Operating Areas. Three strikes and a practice fire power demonstration were flown by the air wing.

After nine days in Subic Bay and five in Manila, the Aardvarks were once again in the South China Sea aboard KITTY HAWK. After a two day warm-up, the ship and wing participated in an integrated operational exercise choreographed by CTG 77.7. Anti-Submarine Warfare, Anti-Air Warfare, and strike missions were conducted during this brief period, finishing up with four days of Anti-Submarine Warfare, and (b) (3) (A) (b) (3) (A)

With an eighteen day in port period at Cubi Point now scheduled in February, the decision was made to install "Charger Blue" (a major electronic counter-measures equipment addition) into VF-114 aircraft. A decision was also made to install Avionics Change 1304B (a structural reinforcement to the radar) and Aircraft Change 224 (a major modification to the ejection seat) while undergoing "Charger Blue".

Change 13048 required the complete breakdown and removal of the radar, and it was feared that radar availability for the Indian Ocean operation would be degraded. Commander, Naval Air Forces, Pacific directed, that these changes would be made simultaneously, and the VF-114 Maintenance Department responded with many long hours of hard work to meet the deadline. All personnel who participated in this evolution were awarded Commanding Officer, VF-114, Letters of Appreciation.

The final Indian Ocean deck load left the Aardvarks with 9 aircraft aboard and a Cubi Point Beach Detachment of 1 aircraft, 4 officers and 27 enlisted personnel. By the 23rd of February, all nine aircraft were aboard heading southwest.

Due to the slow speed of advance imposed by higher authority for the transit to the Indian Ocean, wind became the determining factor in the decision to conduct flight operations on any given day. Conducting surface surveillance with the A7's, our first flights during the transit were flown 25 February as we approached the Straits of Malacca. The transit to Point Ash (ARABIAN SEA HOLDING) took another 17 days, during which we flew a total of 14 days, with the normal schedule consisting of 6 day cycles and 2 night cycles.

On 13 March we again began a transit south on our way to Mombasa, Kenya. The first event of the day was a one hour evolution enabling the Aardvarks to conduct maximum ACM training. With this we were able to maintain proficiency in ACM and meet our minimum goal of eight day and four night traps per aircrew for the Indian Ocean deployment.

On the 17th of March, the task of surviving the Shell-back Initiation was at hand. With 90% of the squadron being Pollywogs, the crossing of the Equator hit us hard. The day passed with lots of sore bodies and unforgettable memories, and we officially crossed the Equator at Longitude 046 degrees 18.8'E on 18 March.

The KITTY HAWK anchored out of Mombasa on the 20th of March, and we all enjoyed some long-awaited liberty. This opportunity to see a part of the world very few of us had experienced before made our stay very enjoyable.

On 26 March we were underway again for Point Ash. Our immediate concern again was for day and night refresher carrier landings. On the 27th LT (b)(6) and LTJG (b)(6) recorded the HAWK's 150,000th carrier landing with an "OK" 2. On 8 April the air wing was to present an air power demonstration for a group of Iranian VIP's, and rehearsal for this official visit became our number one priority. Practice sessions were extensive, and Fighting 114 was designated to lead the air wing formation flyover. Skipper SMITH, through lack of a good excuse, was

named narrator for the show. On the 8th, His Imperial Majesty Mohammed Riza Pahleui, the Shah of Iran, flew aboard with Admiral Thomas H. MOORE, Chairman of the Joints Chiefs of Staff; the Honorable Richard HELMS, U. S. Ambassador to Iran; and other high ranking U. S. and Iranian military and civilian officials. With the Aardvark formation leading the air wing in the number one slot, the aerial display for the afternoon was a success.

On 12 April we bid farewell to Point Ash enroute east for Singapore. Continuing operations as we approached the northern end of the Straits of Malacca, VF-114 flew air intercept control (AIC) sorties on the majority of its missions. Our arrival in Singapore on 23 April marked the end of the Indian Ocean deployment, and through a very professional attitude on the part of all aircrews, the air wing returned without having diverted an aircraft or taking one into the barricade. Air Wing ELEVEN and Fighting 114 had shown the capability of conducting sustained shipboard operations both safely and effectively.

The social highlight of our Singapore stay was the Change of Command ceremony on 25 April at which RADM G.E.R. KINNEAR II relieved RADM D.C. DAVIS as Commander, Carrier Group ONE. The prospective Air Wing Commander, CDR F.S. TEAGUE, also joined the wing at this time.

On transit to Cuba from 27 April to 30 April, the squadron flew a limited number of "back in the saddle" sorties. On 1 May KITTY HAWK arrived at Subic Bay. The squadron concentrated on night flying and night FCLP while in port, in expectation of a three-night carrier refresher period scheduled for the middle of May.

The mid-cruise Corrosion Control Inspection was held 6 through 9 May. The evidence of the diligence of the Corrosion Control Branch during the previous months was exhibited in better than satisfactory grades on the inspection.

The Air Wing went to sea on the 14th of May in a Power Projection Mode, and Fighting 114 flew missions associated with strike warfare. Taking two days to refresh aircrews in day and night landings, the morning of the 16th the Aardvarks flew the first mission, mining exercise (MINEX). During this period, 16 through 18 May, VF-114 flew 3 search and rescue exercises (SAREX), 1 casualty exercise (CASEX), 3 Alpha Strikes, several air to air weapons exercises (AAWEX), and a readiness exercise.

The KITTY HAWK pulled into Subic Bay on 19 May as RADM D.C. DAVIS relieved RADM W.R. MCCLENDON as Commander, Carrier Striking Force SEVENTY-SEVEN. After the reception we were off to sea once again.

The Aardvarks flew aboard on the 21st of May as we proceeded west across the South China Sea. Cyclic operations were flown on 21 May and a safety standdown conducted on 22 May. On that day an Aardvark aircraft piloted by the crew of LT (b) (6) and LT (b) (6) and two aircraft from VF-213 took off for NAKHON PHANOM to return with still another pair of distinguished visitors. General T.F. O'KEEFE, COMUSSAG, and RADM H.P. GLINDEMAN, CHFLTCOORDGRU, flew aboard after viewing a practice air exercise from overhead. An awards ceremony was held on 24 May followed by an air power exercise led again by the Fighting Aardvarks, who demonstrated air-to-air delivery of the Sidewinder Missile. That afternoon KITTY HAWK directed its bow to the most direct route for Hong Kong; and, because of recent Chinese air activity over the Paracelles Islands, the Aardvarks stood alert condition as we passed in possible range of these aircraft.

The ship let go its anchor in the harbor near Green Island early in the morning on 27 May. Hong Kong was a maximum liberty port with rest and relaxation the primary objective for the crew.

Underway from Hong Kong, the Aardvarks participated in another air exercise of very limited scope. The Commodore of Hong Kong, Commodore EVENS, RNS, was aboard and Fighting 114 participated in a twelve plane launch and recovery for his review. Except for this minimum flying, the day was spent as a safety standdown and various lectures designed to get aircrews thinking again of flying were presented. The next two days were devoted to cyclic operations, and exercise "Newboy" (the simulated raid scenario against the Philippine Air Defense Command) was conducted on 6 June. All Fighting 114 aircraft recovered at NAS Cubi Point, and preparation began for a scheduled missile shoot on 14 June. Unfortunately, Tropical Storm DINAH forced cancellation of the missile shoot.

Departing Subic Bay on 20 June, KITTY HAWK arrived in Hawaii on 2 July after an uneventful Pacific crossing. The Aardvarks picked up over 20 "Operation Tiger" guests for the transit to San Diego.

On 8 July came the long-awaited fly-off to Miramar where the aircrews were greeted by their loved ones. On the 9th KITTY HAWK pulled into North Island to a welcoming of several hundred, for a gala reunion and an end to the long separation from family and friends for the crew.

During the WESTPAC deployment the squadron had a 94.8% boarding rate. Squadron pilots won the individual Tailhook Award four times, the Silver Tailhook Award twice, and the Tacair Award three times. Cruise totals were 1251.5 hours and 727 carrier landings.

On the 6th of August after a one-month standdown, aircrews began an intensive "back in the saddle" program of refresher training. Basic instruments, limited ACM, and AIC training were conducted. As crews became proficient, new innovations were added to the syllabus; and multiple mission sorties were flown in which both aircrews and aircraft were utilized to the optimum. These missions included conventional warfare, in-flight refueling, low-level navigation and ACM against dissimilar aircraft, all accomplished on a single sortie. This training was extremely beneficial for both aircrews and maintenance personnel.

On 16 September LT (b) (6) and LTJG (b) (6) flew to Pensacola to display the F4J and to present lectures to prospective VT-10 graduate students.

October 5th and 6th found the Aardvarks performing in an air show with the Navy's Blue Angels and the F-14 Tomcat. Two F-4J aircraft piloted by CDR R. S. PARKER and his Radar Intercept Officer (RIO), LT (b) (6), and LCDR (b) (6) and his RIO, LTJG (b) (6) demonstrated a high performance take-off and fly-by opposite the F-14.

The next major event was a short deployment aboard KITTY HAWK 11 through 22 November for refresher training exercise (REFTRAEX). VF-114 had a total of 175 day and 50 night carrier landings under the carrier graded landing system for the short deployment; and on 22 November Skipper PARKER made his 1000th career carrier landing, a feat achieved by only 12 Naval Aviators in history.

The Aardvarks conducted a missile competition exercise (COMPEX) 17 and 18 December at Pacific Missile Range, Point Mugu. Sixteen ("E"s) out of eighteen were received in Sparrow and Sidewinder missile firings in the two-day exercise.

Also in December, Readiness Exercise 2-74 with Commander, Cruiser Destroyer Group FIVE (COMCRUDESGRU) was conducted. This exercise allowed for extensive integration of air and surface forces in an anti-air warfare scenario and was accomplished in an electronic counter-measure (ECM) environment.

20 December through the end of the year found the Aardvarks at home with family and friends enjoying the Holidays and looking forward to another good year in 1975.

PART III

C

Flight/Aircraft on Board

1974 Flight Statistics

<u>Month</u>	<u>Total Hours</u>		<u>CV Landings</u>		
	<u>Night</u>	<u>Total</u>	<u>Day</u>	<u>T/G</u>	<u>Night</u>
22 JAN 22 FEB	34.3	129.2	69	0	31
22 FEB 25 MAR	36.2	213.2	86	0	34
26 MAR 27 APR	48.3	258.4	126	0	40
27 APR 14 MAY	0	28.0	11	0	0
14 MAY 3 JUN	27.6	133.2	96	0	26
3 JUN 21 JUN	8.1	79.5	56	0	9
JULY	14.9	48.8	4	11	0
AUGUST	24.6	171.3	0	0	0
SEPTEMBER	25.5	128.0	0	0	0
OCTOBER	72.6	290.6	0	0	0
NOVEMBER	53.3	182.4	175	0	50
DECEMBER	37.8	258.0	0	0	0

1974 Aircraft on Board

<u>Month</u>	<u>Average Number of Aircraft</u>
JAN	9.3
FEB	7.0
MAR	9.0
APR	8.3
MAY	9.3
JUN	9.5
JUL	8.2
AUG	6.4
SEP	9.4
OCT	10.5
NOV	12.6
DEC	13.1

PART III

C

ORDNANCE

1974 ORDNANCE EXPENDITURES

	MK-76	MK-106	MK-82	MK-83	LGB-82	LGB-83	AIM-7	AIM-9	ROCK EYE MK-20	MK-82 INTER	MK-46 FLARES	MK-89	MK-82	ITEMS DROPPED MONTHLY
JAN	24		94											118
FEB	8							1						9
MAR	10		2											12
APR	39		4					3	24					70
MAY	19		27				3	5		8	92			154
JUN														
JUL														
AUG							1	1						2
SEP														
OCT		24										84	118	226
NOV														
DEC							4	7						11
TOTAL ITEMS	100	24					8	17	24	8	92	84	118	602

PART III

C

AWARDS

Awards

USS KITTY HAWK (CV-63) Letters of Commendation

YN2 (b) (6)
A02 (b) (6)
AT2 (b) (6)
AK2 (b) (6)
AE1 (b) (6)
AT2 (b) (6)

Aviation Safety Awards

LCDR (b) (6)
LT D. (b) (6)
LT (b) (6)

Letters of Excellence "E"

CDR R. S. PARKER 2 Sparrow/Sidewinder
CDR (b) (6) 1 Sidewinder
LCDR (b) (6) 2 Sparrow/Sidewinder
LT (b) (6) 1 Sidewinder
LT (b) (6) 1 Sidewinder
LT (b) (6) 2 Sparrow/Sidewinder
LT (b) (6) 2 Sparrow/Sidewinder
LTJG (b) (6) 2 Sparrow/Sidewinder
LTJG (b) (6) 1 Sidewinder
LTJG (b) (6) 2 Sparrow/Sidewinder

PART III

D

COMMANDING OFFICER'S BIOGRAPHIES

BIOGRAPHY OF COMMANDER RICHARD S. PARKER

Commander Richard S. PARKER, a native of (b) (6), entered the Naval Aviation Officer Candidate program in 1958 following graduation from the University of Georgia. After designation as a Naval Aviator, he reported to VF-91 as an F-8 Crusader fighter pilot and made two cruises with his first squadron aboard BONHOMME RICHARD. This was followed by a three-year tour of instruction duty in the F-8 training squadron, VF-124 at NAS Miramar. Two combat cruises followed with VF-162 aboard ORISKANY and then Commander PARKER was transferred to the East Coast for the 1967 Mediterranean cruise with VF-13 and the SHANGRI-LA. After another short tour with VF-124 he was again assigned to the ORISKANY, this time with VF-194, for two more combat cruises in 1968 through 1970. A third short tour with VF-124 was followed by a transfer to VF-121, the F-4 training Squadron, where he was transitioned to the F-4 Phantom II jet fighter.

Commander PARKER remained with VF-121 as Maintenance Officer until 1971 when he attended the Naval War College, Newport, Rhode Island. He then returned to VF-121 as Executive Officer. In August 1973 Commander PARKER assumed duties as Executive Officer of the VF-114 "Fighting Aardvarks".

Commander PARKER is married to the former (b) (6) of (b) (6). They presently reside with their children, (b) (6), in (b) (6).

BIOGRAPHY OF COMMANDER JOHN C. SMITH, JR.

Commander John C. SMITH, Jr., a native of (b) (6) enlisted in the U. S. Navy in August 1955. Following completion of several service schools, he was ordered to NAS Pensacola, Florida, for flight training as a Naval Aviation Cadet. After completing advanced training at Kingsville, Texas, Commander SMITH was designated a Naval Aviator and commissioned an Ensign on 17 May 1957.

In August 1957, Commander SMITH reported to Attack Squadron 126 and RCVW-12 at NAS Miramar, California. In August 1959, Commander SMITH was ordered to Air Force Exchange Duty with the 3565th at James Connally AFB, Waco, Texas, where he was designated one of the first Navy Radar Intercept Officers. After a short tour with BUWEPS in St. Louis, Missouri, he was ordered to Fighter Squadron 121 and became one of the original Phantom Instructors. In May 1963, he reported for duty with Fighter Squadron 21. On 17 June 1965, while flying one of his more than 300 combat missions, Commander SMITH was credited with engaging and shooting down the first MIG aircraft in the Vietnam conflict, with a second probable. Commander SMITH returned to VF-121 for duty in April of 1966 prior to reporting to COMSEVENTHFLT for a one year tour as Officer-in-Charge of Det "B" on "Monkey Mountain" in South Vietnam.

More recently, Commander SMITH was attached to VF-121 during which time he became a "Plank Owner" in the establishment of the Navy Fighter Weapons School (TOPGUN) and served as Officer-in-Charge for 17 months. In December 1971, Commander SMITH assumed the duties of the Executive Officer of VF-121.

In August 1972, Commander SMITH returned to the Gulf of Tonkin to become Executive Officer of Fighting 114 aboard USS KITTY HAWK.

Commander SMITH is married to the former (b) (6) of (b) (6) (b) (6) (b) (6). They have four children; (b) (6) (b) (6) (b) (6) and (b) (6) and reside in (b) (6).

Fleet Post Office
San Francisco, California 94601

VP-114 OPSNOTE -74
29 JUNE 1974

FITRON 114 OPSNOTE 1 74

Subj: Fighter Squadron ONE HUNDRED FOURTEEN Fiscal Year 1975
Turn-around Training Program

Encl: (1) Phase I Program and Schedule
(2) Phase II Schedule

1. PURPOSE. To promulgate a general turnaround training program for Fighter Squadron ONE HUNDRED FOURTEEN.

2. DISCUSSION. In order to utilize squadron assets of men, material and money most efficiently, a formalized aircrew training program, including projected training goals, is necessary. The training program is divided into two parts. Phase I, covering the period from August 1974 through December 1974, is the more detailed and squadron operation during this time frame will adhere as closely as possible to the program. Due to the long lead time, Phase II, covering the period from January 1975 through May 1975, is general in nature. A detailed revision of the Phase II program will be promulgated prior to the January May 1975 time frame.

It is emphasized that this program is a projection and it is anticipated that change will be necessary as policy and circumstances change throughout the training cycle. Changes that occur, along with detailed scheduling, will be promulgated via the operations department monthly training plan.

3. ACTION.

(a) The squadron training officer is responsible for publishing the monthly training plan prior to the 15th of the preceding month.

(b) Department heads are encouraged to submit inputs to the operations department for inclusion in the monthly training plan

(b) (6)

LCDE USN
OPERATIONS OFFICER

Distribution:
All Aircrews (1)
Maintenance (2)
Administration (2)

PHASE I

A.

Phase I of the VF-114 turn-around training program is based on the following assumptions

1. The average aircrew manning level will be 13 aircrews
2. The projected monthly flight time is as follows:

August - 200 Hrs

September - 350 Hrs

October - 350 Hrs

November - 350 Hrs

December - 300 Hrs

3. Due to PRIDE and associated aircraft noise, the maximum available aircraft will be:

5 August 12 August 5 A/C

12 August 30 September - 5 A/C

1 October 15 October 8 A/C

15 October - - - - - 12 A/C

4. The average flight time per cross country will be 6 hours

B.

PLANNED FLIGHT HOURS PER AIRCREW-PHASE I

FA/INST/NAV - 14.0 hrs (include stand down flying)

AIC - 20.0 hrs

GW - 7.5 hrs

ACM - 25.0 hrs

FCLP - 8.0 hrs

EW - 4.0 hrs

CVW OPD - 21.5 hrs

CV REFRESHMENT OPS - 20.0 hrs

Total Phase I hrs = 220 hrs = 24 hrs/crew/month

Enclosure (

C. NOTES.

1. Maximum use will be made of the 2F8C and the 150A trainer. Specific times will be promulgated in the monthly training plan.
2. Monday afternoons are reserved for maintenance training and aircrew ground training. No flights will be scheduled during this time frame.
3. A/C centerline tanks will be removed to facilitate 4010E modification. A/C will remain in a clean configuration through the 2nd week in October.
4. We will attempt to utilize the ACN during emergency ACN training.
5. Aircrews will be assigned a regular night flying regime.
6. All annual AIRPAC flight crew requirements are to be completed by 30 September (maintenance swim, pressure chamber, etc).
7. LT (b) (6) and LTJG (b) (6) will attend POWH class (6-7) from 23 September to 24 October as squadron aircraft availability and class quota availability permit.

Enclosure (1)

	WEEK (1)	WEEK (2)	WEEK (3)	WEEK (4)
3 HOURS AUGUST	FAM/INST/NAV 16 SORTIES 2XC B (it) S <u>no night</u>	FAM/INST/NAV 30 SORTIES 2XC B (it) S <u>night fly</u>	AIC 30 SORTIES ANNUAL NATOPS EVAL <u>night fly</u>	AIC 30 SORTIES <u>night fly</u>
3 HOURS SEPTEMBER	AIC 30 SORTIES 1XC <u>night fly</u>	ACM 60 SORTIES 1XC <u>no night</u>	ACM 60 SORTIES 1XC <u>no night</u>	no night ADVERSARY ACM 60 SORTIES 1XC TOPGUN
3 HOURS OCTOBER	ADVERSARY ACM 30 SORTIES TOPGUN CWTPI <u>no night</u> 2XC	CV 65 SORTIES TOPGUN <u>no night</u> 2XC	AIC 60 SORTIES 2XC EW Ground Training TOPGUN <u>night fly</u>	AIC/MISSILEX NIGHT FCLP 20 SORTIES + 24 DOUBLE FCLP
3 HOURS NOVEMBER	EW/ARF (Fallon) NIGHT FCLP NIGHT ARF 26 SORTIES + 24 DOUBLE FCLP	CV-63 REFRESHER OPS SQUADRON CHANGE OF COMMAND	CV-63 REFRESHER OPS	COMBINED AIR- WING OPS
3 HOURS DECEMBER	COMBINED AIRWING OPS MISSILEX 2XC	COMBINED AIRWING OPS 2XC	REDUCED FLIGHT SCHED AIC/ACM 2XC	REDUCED FLT SCHED AIC/ACM

VF-214 1974-1975 TURN AROUND
TRAINING SCHEDULE, PHASE I

	WEEK 1	WEEK 2	WEEK 3	WEEK 4
JANUARY	← SQUADRON TACTICAL PROGRAM/ADVERSARY			FOLP
JANUARY	← RIMPAC WORK-UP	→ ← IWSR		
MAY	←	RIMPAC		
JUN		WESTRAEN		ONE
			19 MAY DEPART FOR WESTPAC	

VF-11 974-1975 TUEB AROEDD
TRAINING SCHEDULE PHASE II

FRONTIER AIRBORNE CORPS (FAC) FORM 100
Fleet Post Office
San Francisco, California 96601

VF-114 FORM 100
30 JUNE 1974

FRONTIER 114 OPSNCTE 2-74

Subj: VF-114 Operations Monthly Training Plan (July and August)

Ref: (a) COMNAVAIRPACINST 63500.110
(b) VF-114 Notice 1500

Encl: (1) COMNAVAIRPAC F-4 Flight Training Syllabus hours
(2) List of Training 101 Topics and Lectures
(3) Monthly Training Schedule (July and August)

Purpose. To promulgate a monthly training plan, the objectives of this plan are threefold: facilitate coordination between operational and training elements and objectives; provide a better informed and more well informed to the squadron training training program; and in the light of most part to reappraise projected training to meet desired goals in the proper time.

Discussion. The following items will be covered on a regular basis:

1. A recapitulation of the previous month's ground and flight to include the Flight Officer's monthly flight time summary.
2. A brief paragraph stating any new policy and the unit's projected training for the coming month including approximate flight time.
3. An enclosure depicting specific 101 topics and lectures.
4. A monthly calendar with day to day list of squadron (ADMs, deployments, flight and ground training, etc.) This will be a weekly calendar.
5. As necessary it will contain an action as well as a double responsible for certain tasks to facilitate training.

~~ATTENTION: THE PO~~ deployment turnaround period will be approximately 10 days.

5 August 74. Normal working hours for those officers not night flying will be 0800-1600.

While it will be detrimental later, the squadron is initially faced with the fortunate position of having a very small aircrew turn over rate upon our return to CONUS. Presently, all aircrews are either CAT I or CAT II. This will not obviate the necessity of conducting a vigorous training program but hopefully will facilitate a quick transition from a B(it)S orientated plan to a hard core training plan. Given the high level of aircrew experience, the Ops department will attempt to minimize the usual proliferation of AOC's replete with laborious systems lectures, ect. Open and closed book NATOPS exams are still mandatory. Four systems lectures will be given in conjunction with one day NAMO review. Any further preparation will be the responsibility of the individual. Squadron notice 1500 outlines the requirements of the mini-B(it)S program. It is primarily safety orientated and is a prerequisite to flying at Miramar. The squadron has requested funding to fly a hundred hours in July and two hundred hours in August.

Enclosure (1) is a reproduction of COMNAVAIRPAC minimum syllabus and time requirements per aircrewman for an average turn around period. COMNAVAIRPAC minimum flight hours/month/crewmember are probably the maximum we can expect this month considering present fiscal austerity. To enhance training and readiness an increased emphasis will be placed upon the use of 2F88's and 1504's particularly during initial FAM, INSTRUMENT, and AIC phases.

following exams are available on the indicated dates:

1. Mini-B(it)S emergency NATOPS written exam (ASAP)
2. Yearly NATOPS open book exam (5 Aug.)
3. Yearly NATOPS closed book exam (18 Aug.)

LTjg. (b) (6) Coordinate with PR shop preparations necessary to conduct parachute hang and egress drill on 29 July for those aircrews not participating in the drill between Hawaii and CONUS.

(b) (6)

LCDR, USN
OPERATIONS OFFICER

<u>PHASE</u>	<u>COMBAT READINESS FACTOR</u>	<u>CAT I</u>		<u>CAT II</u>		<u>CAT III</u>	
		Req'd	Min	Req'd	Min	Req'd	Min
INSTRUMENTS	5	8	0	4	0	0	0
NAV	5	8	0	4	0	0	0
TACTICS/ACM	30	40	30	34	25	25	15
INTERCEPTS/MISSILEX 15/5		30	18	25	15	20	15
AIR TO GROUND	10	30	23	25	21	25	19
CVW OPERATIONS	10	16	10	12	10	6	4
EW/ECM	5	10	6	8	6	6	4
FMLP	5	8	8	8	8	8	8
CVA OPERATIONS	<u>10</u>	<u>30</u>	<u>25</u>	<u>30</u>	<u>25</u>	<u>30</u>	<u>25</u>
TOTALS	100%	180	120	150	110	120	90
REQUIRED FLT HRS/MO/AIRCREWMAN	36			30		24	
MINIMUM "		"	24		21		18

CAT I is a recent training command graduate with CRAW training in type and on first deployment.

CAT II is a second tour pilot who has recently completed CRAW training in the same mission as his first tour.

CAT III is a turnaround aircrewman in the same mission and aircraft type as his previous cruise.

ENCLOSURE (1)

FRIDAY 5 JULY

1. Fly off safety pitch - LT. (b) (6)

MONDAY 15 JULY (0800)

1. Back-in-the-saddle- Lcdr (b) (6)

MONDAY 22 JULY (1300)

1. Miramar Course Rules - VP -126
2. NAV/FAM/INST Phase Lecture - LT. (b) (6)

MONDAY 29 JULY (1300)

1. Parachute Hang and Egress Drill - LTjg. (b) (6)

MONDAY 5 AUGUST (1300)

1. NATOPS Open Book Exam Handout - Lcdr (b) (6)
2. FAM/NAV/INST Phase Lecture - Lt. (b) (6)
3. Safety - Lt. (b) (6)

TUESDAY AUGUST (0800)

1. RATTG Brief - RATTG Controller
2. VX-4 BRIEF - 1500 @ O'CLUB

WEDNESDAY 9 AUGUST (1300)

1. Fuel system - Lt. (b) (6)
2. A/C Limitations - Lcdr. (b) (6)

MONDAY 12 AUGUST (1300)

1. Hydraulic System - Lt. Eding (b) (6)
2. Night Flying - Lt. (b) (6)

WEDNESDAY 14 AUGUST (0800)

1. Electrical System - Lt. (b) (6)
2. A/C Phase Lecture - Lt. (b) (6)

THURSDAY 15 AUGUST (0730)

1. NAMO Refresher - F-4 NAMTRADET Bldg.

FRIDAY 16 AUGUST (0730)

1. NAMO Refresher - F-4 NAMTRADET Bldg.

MONDAY 19 AUGUST (1300)

1. NATOPS Closed Book Exam - Lcdr (b) (6)

MONDAY 26 AUGUST (1300)

1. VTAS Review - Lt. (b) (6)

SCHEDULE OF EVENTS

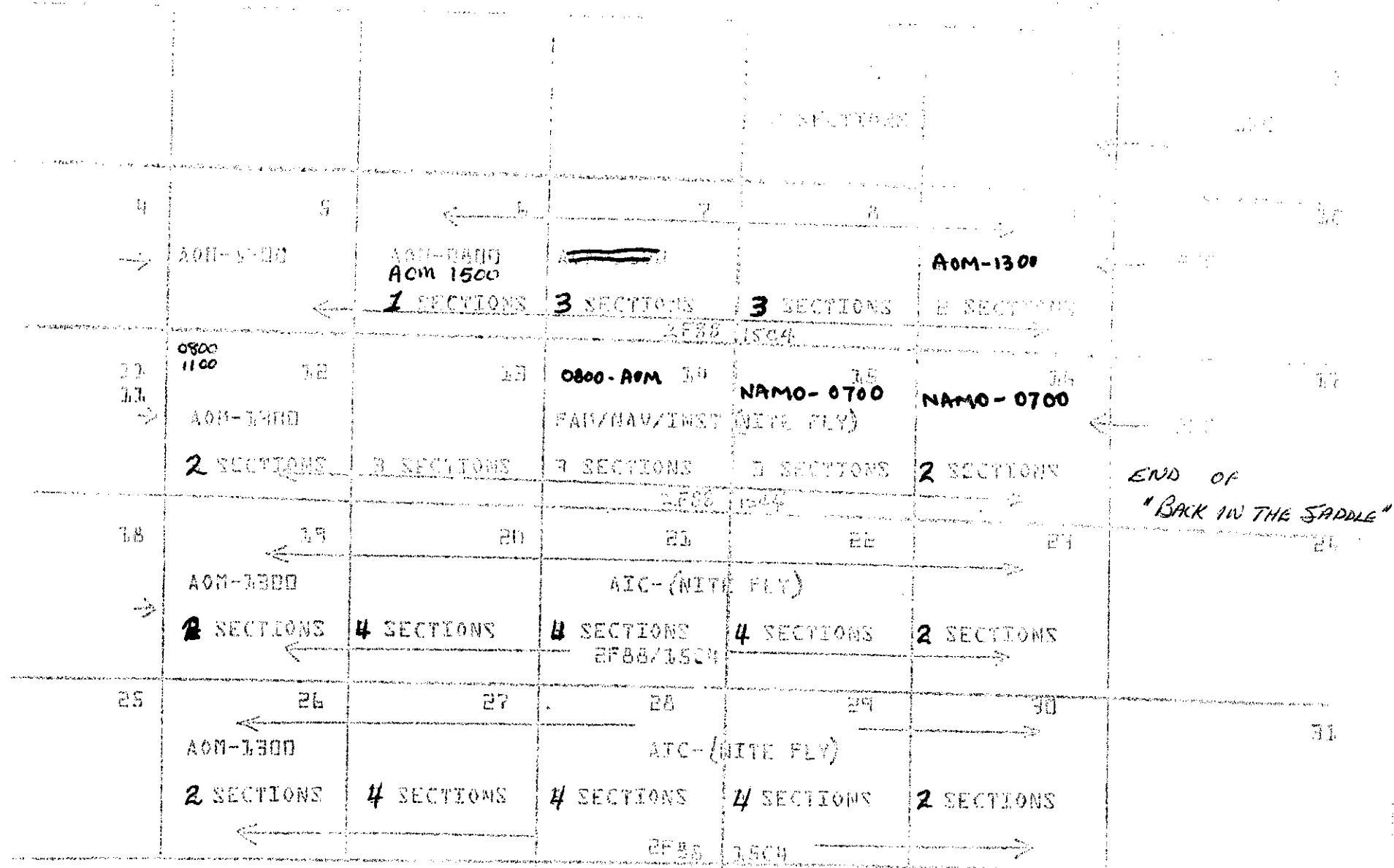
JULY 79, 000 HRS

30	1	2	3	4	5	6
01-1400 US RULES	ARRIVE HAWAII	DEPART HAWAII	PARACHUTE HANG EGRESS DRILL		AOM-1100	
7	8	9	10	11	12	13
	FLY OFF NKX		ALL HANDS MUSTER 0900	FLEET INST REVIEW & QUOTAS		
				LIBS	LIBS	LIBS
14	15	16	17	18	19	20
	AOM-0800					
			2F88	2F88	2F88	
21	22	23	24	25	26	27
	AOM-1300	2 SECTIONS	2 SECTIONS	2 SECTIONS		
			FAM/NAV/INST			
			2F88			
28	29	30	31			
	AOM-0300	2 SECTIONS	2 SECTIONS			

← EXC →

← EXC →

2F88



VF-114 OPSNOTE 3-74
13 AUGUST 1974

FITRON 114 OPSNOTE 3-74

Subj: 1974-1975 Turnaround Crew List

1. The below listed aircrew assignments and divisional tactical organization are effective immediately.

1st DIVISION

(b) (6) CDR SMITH
(b) (6)
(b) (6)
(b) (6)

NIGHT FLYING NIGHT

Thursday

2nd DIVISION

CDR PARKER (b) (6)
(b) (6)
(b) (6)
(b) (6)

Tuesday

3rd DIVISION

(b) (6)
(b) (6)
(b) (6)
(b) (6)

Wednesday

SPARE PILOT: LT (b) (6)

(b) (6)

LCDR, USN
OPERATIONS OFFICER

Fighter Squadron ONE HONORABLE J. JOHNSON
Fleet Post Office
San Francisco, California 96601

VF-114 OPSNOTE 4-74
27 August 1974

FITRON 114 OPSNOTE 4-74

Subj: VF-114 Operations September Training Plan

Ref: FITRON 114 OPSNOTE 2-74

Encl: (1) List of September Training ACM Topics and Lectures
(2) Monthly Training Schedule

1. GENERAL

Training Summary - with the exception of a few unforeseen circumstances (aren't they always), accomplished ground training coincided closely with that planned for July and August. The OP's Department extends generous KUDO'S to all those who prepared the invariably tough to handle back-in-the saddle lectures.

Effective usage was made of the 2F88 and 1504 (RIO'S only) with nearly all aircrews receiving a minimum of two. To promote safety and overall proficiency both programs will be continued through September on a gradually diminishing basis as the operational tempo increases.

The Pride Mod and the large NORS parts problems effectively sabotaged the planned flying. We have been operating at a rate of approximately 50% of that projected. In July we flew 50.3 hours against 100 planned and to date in August 102.2 against 200 hoped for.

2. PROJECTED TRAINING

As noted, 2F88's and 1504's will continue in September at about half the previous rate. On the bright side, September brings the commencement of the only phase of flying which helps to maintain our sanity in an otherwise misdirected and chaotic world. On the dark side (in more ways than one), night flying will continue in order to complete AIC work while flying ACM. The syllabus for ACM hops 1-4 is quite inclusive and is designed to lay the fundamentals for full system usage prior to continuing into dissimilar or 2 vs 1 tactics. All Aircrews are encouraged to use the VTAS/SEAM and DEC systems and intelligently gripe them - this will tremendously increase your offensive capability. Furthermore, the Ops department would like to institute a new kink in debriefing techniques for the first four hops; RIO's will be required to debrief these engagements while the pilots assume the roles of "dispassionate" (?) observers. Hopefully this will be a good training technique to get individuals up to speed in ACM orientation. To facilitate this task pilots should maintain a running commentary as the flight progresses and after each engagement sufficient time MUST be allotted to accurately diagram it.

Another new ground training policy that will be instituted on a trail basis will be to assign two people to certain lecture material that lends itself easily to this dichotomy. Not only will this diffuse the preparation and lecturing responsibility but hopefully the synthesis of two different points of view will make the material more objective. If this proves to be a bunch of verbal garbage we'll put the program in the disposal.

As the specific syllabuses of the ACM program beyond hops 1 through 4 are firmed up, their content and intent will be reviewed in ACM's.

(b) (6)



LCDR USN
OPERATIONS OFFICER

20 August 1974

From: Training Officer, Fighter Squadron ONE HUNDRED FOURTEEN

To: All Air Crews

Subj: List of September Ground Training Topics

1. THURSDAY 5 September 0800

- 1) ACM phase lecture/ACM ROE - LT (b) (6)
- 2) Basic aircraft maneuvers/spin recovery - LT (b) (6)
- 3) ACM UHF/ICS Usage/Discipline - LT (b) (6) LT (b) (6)

MONDAY 9 September 1300

- 1) 1 vs 1 F4 vs F4/F8 - CDR PARKER/LT (b) (6)
- 2) Spin Characteristics - LT (b) (6)

FRIDAY 13 September 1300

- 1) 1 vs 1 F4 vs A4/T38 - LT (b) (6) LTJG (b) (6)
- 2) F14 performance characteristics - LCDR (b) (6)

MONDAY 16 September 1300

- 1) 2 vs 2 - LCDR (b) (6) LT (b) (6)
- 2) Section VID's - CDR SMITH/LTJG (b) (6)

FRIDAY 20 September 1300

- 1) ACMR - Procedures/Capabilities - LTJG (b) (6)

MONDAY 23 September 0800

- 1) Top Gun Brief - LCDR (b) (6)

FRIDAY 27 September 1300

- 1) Pride Modification - LT (b) (6) EnS (b) (6)

MONDAY 30 September 1300

- 1) CW/Jettison Switchology - GUNNER
- 2) CW Target/Pattern Procedures - LT (b) (6)

ENCLOSURE (1)

SEPTEMBER
SCHEDULE OF EVENTS

350 HOURS

1	2 LABOR DAY	3 WST	4 AIC(NITE FLY) 30 SORTIE WEEK WST	5 ACM 0800	6	7 TAIL HOOK
8	9 ACM 1300 WST	10 WST	11 ACM(NITE FLY) 60 SORTIE WEEK WST	12 WST	13 ACM 1300	14
15	16 ACM 1300 WST	17 WST	18 ACM (NITE FLY) 60 SORTIE WEEK WST	19 WST	20 ACM-1300	21
22	23 ACM 0300 TENTATIVE VA- 192 ADVERSARY	24 WST	25 ACM(NITE FLY) 60 SORTIE WEEK WST	26	27 ACM 1300 →	28
29	30 ACM 1300 WST		ACM(NO NITE)			ENCLOSURE (2)

VF-114 OPSNOTE 5-74
24 September 1974

FITRON 114 OPSNOTE 5-74

Subj: VF-114 Operations October Training Plan

Encl: (1) List of October Training AOM Topics and Lectures
(2) October Monthly Training Schedule

1. Training Summary: Out of necessity the training summary for September must be brief.... Now for October's best guess!

2. Projected Training: If plans materialize, October should be very fun month flying-wise. Operational Training will cover nearly the full spectrum of training encountered on a turnaround; i.e., ACM/ACMR, low level navigation, conventional weapons, tanking, and nite FCLP at both NKK and San Clemente. The ACMR will be utilized for both 1 vs 1 and 2 vs 1 during the second week in October. Nellie will give a brief on range procedures and currently four people have received instruction to become GIP's (ground instructor pilots), however everyone is encouraged to view the system in operation at the ACMR van.

A four hop CW phase will be flown during the last half of October and, as last year, the emphasis will be on multi-mission training. Fly a low level over to the target to burn down the centerline, make CW runs and finally rendezvous off target for ACM against adversaries and/or tanking. Concurrently nite FCLP's will be flown commencing 21 October in preparation for the November REFTRAEX. Initial thinking is for a max of four double-bubbles per aircrew.

(b) (6)

LCDR USN
OPERATIONS OFFICER

OCTOBER GROUND TRAINING

FRIDAY 4 OCT.

1.) 2VS2 - LCDR (b) (6)

2.) *combat spread - x.o.*

MONDAY 7 OCT.

1.) PRIDE MODIFICATION- LT (b) (6) / ENS (b) (6)

FRIDAY 11 OCT.

1.) CW TARGETS/PATTERN PROCEDURES-LT (b) (6)

MONDAY 14 OCT.

1.) FCLP BRIEF-LT AMOS

2.) TANKING PROCEDURES-LT (b) (6)

FRIDAY 18 OCT.

1.) CWTPI REVIEW-LT (b) (6)

MONDAY 21 OCT.

1.) CWTPI EXAM-LT (b) (6) VF121

FRIDAY 25 OCT.

1.) SAN CLEMENTE BRIEF/TBA

FRIDAY 1 NOV.

1.) CARRIER VFR PATTERN AND DECK PROCEDURES-LTJG (b) (6)

OCTOBER SCHEDULE OF EVENTS

280 Hours

		1	2	3	4	5
		←	ACM	→	ACM	NKX AIR SHOW
6	7	8	9	10	11	12
NKX AIR SHOW	ACM WST	←	ACM/ACMR WST	→	ACM WST	
13	14	15	16	17	18	19
	ACM	←	CW/ TANKING	→	ACM	
		WST	WST	WST		
20	21	22	23	24	25	26
	ACM-1300 WST	←	CW/NITE FCLP CWTP1	→	ACM WST	
		WST	WST	WST		
27	28	29	30	31		
	VETERANS DAY	LUNCHEON 1230 WST	CHANGE OF COMMAND	FCLP	ACM FCLP WST	

VF-114 OPSNOTE 6-74
24 September 1974

FITRON 114 OPSNOTE 6-74

Subj: VF-114 2nd Quarter Fiscal Year Operational Training Plan, revision

Ref: (a) FITRON 114 OPSNOTE 1-74

Due to our unforeseen aircraft availability constraints, 2nd quarter operational training plans promulgated in reference (a) have ceased to be viable objectives. Therefore, the following is published as a revision to reference (a):

OCTOBER

ACM	CW	CW/CWTF-1	CHARGE OF 23
ACMR	TAMING	FCIP	FCIP

NOVEMBER

AIC		RETRAX	
FCIP	RETRAX	RETRAX	RETRAX

DECEMBER

AIC	EW	MISSILEX	ACH
-----	----	----------	-----

(b) (6)

LODR OCN
OPERATIONS OFFICER

Flight Post Office
96601

CFRP SEP 1975
VF-114 NOTE 5440
1 October 1974

VF-114 NOTICE 5440

From: Commanding Officer, Fighter Squadron ONE HUNDRED FOURTEEN
To: Distribution List

Subj: Assignment of Duties

Ref: (a) COMFITAEEWINGPAC INST 5440.2 Series

Encl: (1) Officer Primary and Collateral Duties
(2) Assignment to Courts, Boards and Committees

1. Purpose. To promulgate in accordance with reference (a), the duties and responsibilities of the membership of courts, boards and committees, effective 1 October 1974.

2. Assignment. Enclosure (1) and (2) constitute official notification of the assignment of primary and collateral duties and to the various courts, boards and committees. No further notification will be made except when required by other directives. Oral notification of changes to the enclosed assignments shall have the full force and effect as if contained herein.

3. Action. Department Heads shall ensure dissemination of the contents of this notice to all personnel concerned and shall periodically review assignments and submit recommendations for changes to the Executive Officer.

J. C. SMITH JR.

Distribution List:
VF-114 INST 5215.3
List II and III

Fighter Squadron ONE HUNDRED FOURTEEN
Fleet Post Office
San Francisco, California
96601

OF-
A-6PS BJ

CANC FRP: SEP 75
VF-114 NOTE 5216
3 October 1974

VF-114 NOTICE 5216

From: Commanding Officer, Fighter Squadron ONE HUNDRED
FOURTEEN
To: Distribution List
Subj: Squadron Officers authorized to sign "By direction";
promulgation of
Ref: (a) VF-114 INST 5216.2 (Series)

1. Purpose. To designate officers who are authorized to sign "By direction". These officers shall familiarize themselves with the contents of reference (a) concerning the scope of this authorization.

CDR R. S. PARKER

LCDR (b) (6)

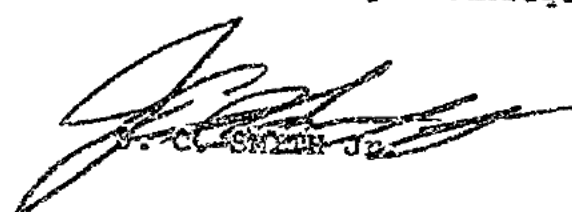
LCDR (b) (6)

LCDR (b) (6)

LT (b) (6)

Executive Officer
Operations Officer
Administrative Officer
Maintenance Officer
Personnel Officer

2. Cancellation. This notice is cancelled upon subsequent revision.



J. C. SMITH JR.

Distribution List:
VF-114 INST 5213.3 (Series)
List I and II

FIGHTER SQUADRON ONE HUNDRED FOURTEEN
Fleet Post Office
San Francisco, California
95601

VF-114 NOTICE 3710
3 November 1974

VF-114 NOTICE 3710

From: Commanding Officer, Fighter Squadron ONE HUNDRED FOURTEEN
To: Distribution List

Subj: Fighter Squadron ONE HUNDRED FOURTEEN; tactical organization of

Ref: (a) OPNAVINST 3710.7 (Series)
(b) F4J NATOPS Manual
(c) COMCARAIRWING ELEVEN INST 3710.1
(d) VF-114 INST 3710.1 (Series)

1. Purpose: To promulgate the Fighter Squadron ONE HUNDRED FOURTEEN tactical organization in terms of divisions, sections, division leaders, section leaders and mission commanders.

2. Action:

a. The following divisions and sections comprise the squadron tactical organization.

DIVISION I

CDR R. S. PARKER/LT (b) (6)	(COBRA)
LT (b) (6) /LTJG (b) (6)	(HATCHET)
LT (b) (6) /ENS (b) (6)	(SNAKE)
LT (b) (6) /LT (b) (6)	(RAT)

DIVISION II

CDR (b) (6) /LT (b) (6)	(TIGER)
LT (b) (6) /LTJG (b) (6)	(BAD BOB)
LTJG (b) (6) /LTJG (b) (6)	(BAGGER)
LT (b) (6) /LTJG (b) (6)	(MAGIC)

DIVISION III

LTJG (b) (6) /LTJG (b) (6)	(JOKER)
LTJG (b) (6) /LTJG (b) (6)	(BAD BOB)
LTJG (b) (6) /LTJG (b) (6)	(GUINEA)
LTJG (b) (6) /LTJG (b) (6)	(BUTCHERS)

UNASSIGNED CREWS

LCDR (b) (6)

LT (b) (6)

LT (b) (6)

LT (b) (6)

b. The following aircrew members are designated as Division Leaders (four or more aircraft and qualified strike leaders).

CAPT F. S. TEAGUE

CDR (b) (6)

CDR (b) (6)

LCDR (b) (6)

LCDR (b) (6)

c. The following aircrew members are designated as section leaders (two or three aircraft)

LCDR (b) (6)

LT (b) (6)

LT (b) (6)

LT (b) (6)

LT (b) (6)

d. The following aircrew members are designated as mission commanders.

CAPT F. S. TEAGUE

CDR R. S. PARKER

CDR (b) (6)

LCDR (b) (6)

LCDR (b) (6)

LCDR (b) (6)

LT (b) (6)

LT (b) (6)

LT (b) (6)

LT (b) (6)

LT (b) (6)

LT (b) (6)

LT (b) (6)

e. Additional aircrew members may be designated as the Commanding Officer may direct and all flights will be in accordance with reference (a) through (c).

3. Cancellation. This notice is cancelled upon subsequent revision.

RS Parker
R. S. PARKER

Distribution List:
V-444 INSY 5213.1 Series
LIST I, II and III

FIGHTER SQUADRON ONE HUNDRED FOURTEEN
Fleet Post Office
San Francisco, California
96601

CANC: 31 JAN 75
VF-114 NOTE 3740
5 NOV 74

VF-114 NOTICE 3740

From: Commanding Officer, Fighter Squadron ONE HUNDRED FOURTEEN
To: Distribution List

Subj: Fighter Squadron ONE HUNDRED FOURTEEN Maintenance Check Crews;
designation of

Ref: (a) Part V, Periodic Maintenance Requirement Manual, NAVJLPS 01-240FLA-6
(b) Supplement, Periodic Maintenance Requirement Manual, NAVJLPS 01-240FLA-6
(c) NAVAIR INST 4790.2 (Series)
(d) F4-B/J NATOPS Manual
(e) VF-114 INST 3700.1 (Series)

1. Purpose. To promulgate the list of aircrews authorized to conduct maintenance
check flights in VF-114 Aircraft.

Action. The following VF-114 Maintenance Check Crews list is effective 5 NOV 74

PILOTS: CDR R.S. PARKER

CDR (b) (6)

LCDR (b) (6)

LCLR (b) (6)

LCDR (b) (6)

LT (b) (6)

LT (b) (6)

LT (b) (6)

LT (b) (6)

LT (b) (6)

LT (b) (6)

LT (b) (6)

LT (b) (6)

LT (b) (6)

RIO'S: LCDR (b) (6)

LT (b) (6)

LT (b) (6)

LT (b) (6)

LT (b) (6)

LTJg (b) (6)

LTJg (b) (6)

LTJg (b) (6)

LTJg (b) (6)

LTJg (b) (6)

LTJg (b) (6)

LTJg (b) (6)

LTJg (b) (6)

Additional crew members may be designated as the Commanding Officer may direct
and all flights will be conducted in accordance with references (a) through (e)

R.S. Parker
R. S. PARKER

Distribution List:
VF-114 INST 5215.3 (Series)
List I and II

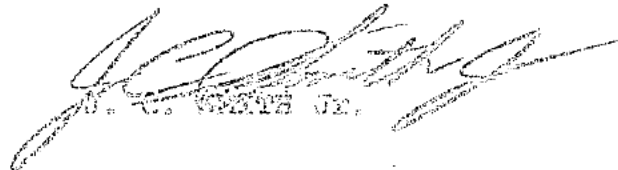
FIGHTER SQUADRON ONE HUNDRED FOURTEEN
FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA
96601

VF-114 NOTE 1010 CH-1
18 OCT 1974

FLETON ONE ONE FOUR NOTICE 1010 CH-1

From: Commanding Officer, Fighter Squadron ONE HUNDRED FOUR-
TEEN
To: Distribution List
Subj: Fighter Squadron ONE HUNDRED FOURTEEN Change of Command
Ref: (a) COMNAVAFWPACINST 5060.1 Series
(b) COMTFWAFWPACINST 5060.1 Series
(c) Navy Regulations 1973

1. Make the following Pen and Ink changes to Basic Notice:
 - a. Page 1, paragraph 5 Note: delete ushers
 - b. Encl (1) time 1300, XO; Delete "USS KITTY HAWK"
 - c. Encl (1) INVOCATION, CO; Replace CAPT KIRKSEY with
RADM SNEAD
 - d. Encl (1) page 2: 1258; Replace CAPT KIRKSEY with RADM
SNEAD with honors
 - e. Encl (1) page 3 para 1. Delete LCDR (b) (6) add LCDR
(b) (6)
 - f. Encl (2) 1. Replace CDR (b) (6) with LCDR (b) (6)
2. This change is cancelled upon completion of required
action.


J. C. SMITH Jr.

FIGHTER SQUADRON ONE HUNDRED FOURTEEN
FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA
96601

File copy

CANC FRP: DEC 74
VF-114 NOTE 1010
5 September 1974

FITRON ONE ONE FOUR NOTICE 1010

From: Commanding Officer, Fighter Squadron ONE HUNDRED FOURTEEN
To: Distribution List

Subj: Fighter Squadron ONE HUNDRED FOURTEEN Change of Command

Ref: (a) COMNAVAIRPACINST 5060.1 Series
(b) JOMFITAERWINGPACINST 5060.1 Series
(c) Navy Regulations 1973

Encl: (1) Sequence of Events and Billet Assignments for Ceremony
(2) Diagram for Change of Command Ceremony

1. Purpose. To promulgate procedures for conducting the Fighter Squadron ONE HUNDRED FOURTEEN Change of Command Ceremony on 30 October 1974.

2. Background. Commander John J. SMITH Jr., USN, will be relieved by Commander Richard S. PARKER, USN, at the Parade grounds of Naval Air Station, Miramar commencing at 1300 on 30 October 1974. In the advent of inclement weather, the ceremony will be conducted in the South Bay of Hangar K-277.

3. Formation. Fair and inclement weather formations are set forth in enclosure (2). The ceremony location decision will be made at 1130 on 30 October 1974.

4. Participants. All Officers and Enlisted personnel attached to Fighter Squadron ONE HUNDRED FOURTEEN will participate in the ceremony.

5. Uniform.

- a. Officers: Full Dress Blues (White Gloves)
- b. Chief Petty Officers: Full Dress Blues (White Gloves)
- c. Enlisted: Full Dress Blues
- d. Guest: Service Dress Blues or appropriate civilian attire

Note: Swords will be worn by the Official Party, Executive Officer, Division Officers, Ushers and Adjutant.

6. Sequence of Events. Enclosure (1) specifies the Administrative and Ceremonial sequence of events and delineates key personnel assignments.

VF-114 NOTE 1010
5 September 1974

7. Rehearsal. There will be a rehearsal at 0900 Tuesday 29 October 1974, at the parade ground. The following personnel will participate: Executive Officer, Division Officers, Color Guard, Side Boys, Bell Ringer, Guidons, Adjutant and Leading Chief Petty Officer.

J. C. SMITH Jr.

Distribution List:
VF-114 INST 5213.1 Series
LIST I, II and III

Summary of Events

1230 LCPH (b) (6) check out public address system and brief photographer and Boatswains' Mate of the Watch

1240 Squadron Formation assemble in accordance with enclosure (2). Normal interval, closed ranks, tall men to the right.

1245 Officers and Chief Petty Officers fall in; two ranks.

1245 Band play incidental music until 1255.

1255 Executive Officer march out.
XO: "Squadron, Attention."
"Officers, Draw Swords."
"Report."
DO: " _____ Division all present or accounted for." (Render Sword Salute.)
XO: "Parade Rest"

1300 Official Party Arrives
XO: "Squadron, Attention." Adjutant render honor to "Carrier Air Wing ELEVEN", "USS KITTY HAWK" and "Fighter Airborne Early Warning Wing, PACIFIC," in order of their arrival. The CO will escort the guests to the platform and remain standing at the lectern.
XO: "Sir, the Squadron is formed."
CO: "Very well."
ADJ: "Will the guests please rise for the National Anthem and remain standing for the Invocation."
XO: "Parade the Colors" (Color Guard marches from position #1 to position #2)
XO: "Squadron, Present Arms." Remain at present arms until the last music note.
XO: "Order Arms"
"Post the Colors" (Color Guard marches from position #2 to position #3)
"Squadron, Parade Rest"

INVOCATION
ATJ: "The guests may be seated."
CO: Introduces CAPT KIRKSEY
REMARKS by CAPT KIRKSEY
REMARKS by CTR SMITH
CO: "I will now read my orders."

enclosure (1)

XO: "Squadron, Attention." Adjutant, deliver the flag to the Commanding Officer."

CDR SMITH reads his orders and remains standing.

Prospective Commanding Officer CDR PARKER reads his orders-

XO: "Squadron Present Arms."

NOTE: During the reading of the orders the Adjutant proceed to Color Guard and retrieve Squadron Colors and proceed to front of reviewing stand. After CDR PARKER reads orders he and CDR SMITH will proceed to adjutant and exchange Squadron Colors.

PCO: "I relieve you, Sir"

CO: "I stand relieved."

CDR PARKER will return the colors to the Adjutant who will in turn return it to the Color Guard.

XO: "Squadron order Arms."

Commanders SMITH and PARKER report the Change of Command to CAPT TEAGUE

CO: "Place the Squadron at Parade Rest"

XO: "Aye, Aye Sir." (Sword Salute) "Squadron, Parade Rest"

REMARKS by CDR PARKER

ADJ: "Will the Guests please rise for the benediction and retirement of colors."

BENEDICTION

XO: "Squadron Attention."

CO: "Executive Officer take charge and dismiss the Fighting Aardvarks."

XO: "Aye, Aye Sir"
"Division Officer, Return Swords."
"Division Officers Dismiss your Divisions" (Hand Salute)

ADJ: This concludes the ceremony

* Arrival order of Guests of Honor:

1255 CDR PARKER & Family, no Honors
1256 CDR SMITH & Family with Honors
1257 CAPT TEAGUE with Honors
1258 CAPT KIRKSEY with Honors
1259 ADM SNEAD with Honors

PERSONNEL ASSIGNMENTS

1. FORMATION ASSIGNMENT:

- A. EXECUTIVE OFFICER
- B. ADJUTANT
- C. OFFICER/CPO DIVISION OFFICER
- D. 1ST PLATOON DIVISION OFFICER
- E. 2ND PLATOON DIVISION OFFICER
- F. 3RD PLATOON DIVISION OFFICER

CTR (b) (6)
LCIR (b) (6)
LCIR (b) (6)
LCIR (b) (6)
LCIR (b) (6)
LT (b) (6)

2. USERS:

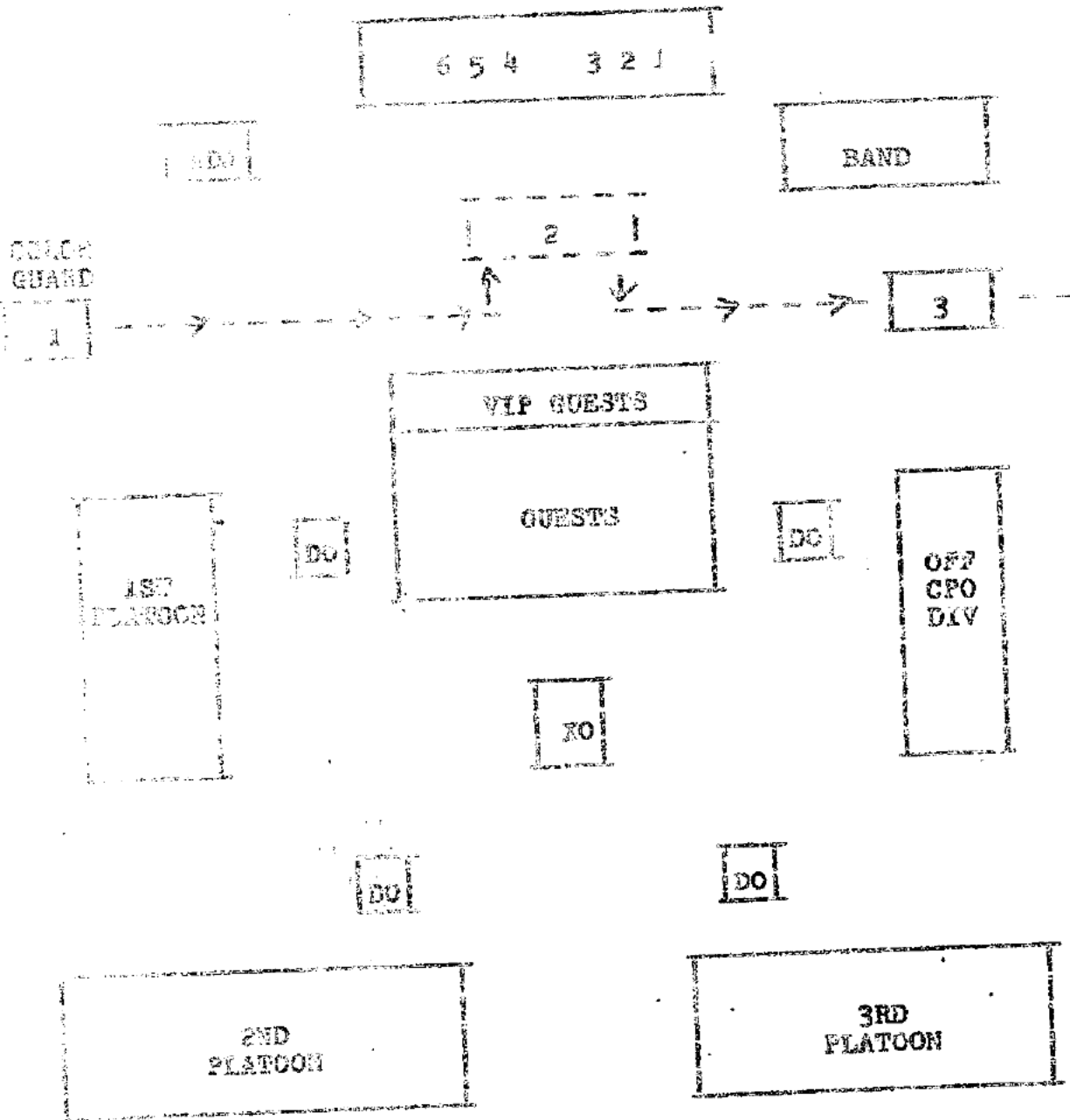
- A. LTJG (b) (6)
- B. LTJG (b) (6)
- C. LTJG (b) (6)
- D. LTJG (b) (6)

3. SITEBOYS:

(b) (6)	ABH3	(b) (6)	AMS3
(b) (6)	ADJ3	(b) (6)	AN
(b) (6)	AZ3	(b) (6)	AN

4. BOATS/AINS' MATE OF THE WATCH: (b) (6) BM2

5. BELL RINGER: (b) (6) AOS



REVIEWING STAND SEATING ORDER

1. CDR (b) (6)
2. CDR (b) (6)
3. CAPT (b) (6)
4. RADN (b) (6)
5. CAPT (b) (6)
6. CDR (b) (6)

Enclosure (2)